

# Rapid Transit Implementation Working Group

October 12, 2017



## Agenda

1. Consultation Update
2. Technical Work Update
3. LTC Rapid Transit Integration
4. Next Steps



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October 12, 2017

2



## Consultation Update

### Social Media and Website:

- Over 1350 visits to website since last update
- Over 20,000 Twitter impressions since last meeting
- Social media interactions:
  - Twitter: Average 984 impressions/day
  - Facebook: Average reach is 715



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4



## Consultation Update

### Rapid Transit Master Plan (RTMP) Public Review Period

- 45-day Public Review Period ended on September 18th
- Number of comments received: 151
- Summary of public comments and project team responses will be posted to SHIFT website
- Some comments received during 45-day review that were written as objections to the RTMP to the Minister of the Environment and Climate Change and the EA Approvals Branch

## Master Plan Public Review vs TPAP Objection Process

- Approval authority for master plans rests with City Council
- Implementing projects identified in a Master Plan requires further project-specific Environmental Assessments (EA's)
- EA for the BRT network follows the Transit Project Assessment Process
- There is a formal objection process defined for TPAP during the 30-day public review period of the Final Environmental Project Report (EPR)
- Written objections may be made to the Minister of Environment and Climate Change related to matters of provincial importance
- The Notice of EPR Completion at the start of the 30-day period will include instructions on how to submit objections



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5



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October 12, 2017

6



# TPAP: Matters of Provincial Importance

Natural Heritage	<ul style="list-style-type: none"> <li>• Park, conservation reserve or protected area</li> <li>• Extirpated, endangered, threatened, or species of special concern and their habitat</li> <li>• Wetland, woodland, habitat of wildlife or other natural heritage area</li> <li>• Area of natural or scientific interest</li> <li>• Stream, creek, river or lake containing fish and their habitats</li> </ul>
Hydrogeology	<ul style="list-style-type: none"> <li>• Area or region of surface water or groundwater or other important hydrological features</li> <li>• Areas that may be impacted by a known or suspected on- or off-site source of contamination such as a spill, a gasoline outlet, an open or closed landfill site, etc.</li> </ul>
Heritage & Archaeology	<ul style="list-style-type: none"> <li>• Protected heritage property</li> <li>• Built heritage landscapes</li> <li>• Archaeological resources and areas of potential archaeological interest</li> </ul>
Aboriginal Affairs	<ul style="list-style-type: none"> <li>• Constitutionally protected Aboriginal or treaty rights and areas of concern</li> </ul>

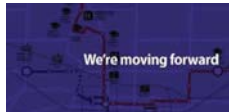


# Consultation Update: Stakeholder Week

<p><b>October 2<sup>nd</sup></b></p> <ul style="list-style-type: none"> <li>• Museum London</li> <li>• London Hydro</li> </ul>	<p><b>October 5<sup>th</sup></b></p> <ul style="list-style-type: none"> <li>• Masonville Place</li> <li>• White Oaks Mall</li> <li>• Technical Agencies Group</li> </ul>
<p><b>October 3<sup>rd</sup></b></p> <ul style="list-style-type: none"> <li>• Community Stakeholder Group</li> <li>• Municipal Advisory Group</li> </ul>	<p><b>October 6<sup>th</sup></b></p> <ul style="list-style-type: none"> <li>• Fanshawe College</li> </ul>
<p><b>October 4<sup>th</sup></b></p> <ul style="list-style-type: none"> <li>• Western University</li> <li>• Citi Plaza</li> <li>• Emergency Services</li> </ul>	



## Stakeholder Week



### What we talked about:

- Study Overview & Process
- Role of each group
- Review of other BRT systems
- Review of RTMP Concept Drawings

### What we heard:

- Questions regarding transit operations, accessibility, traffic impacts, parking and driveways
- Input that will help to shape the design alternatives we are developing, and how we evaluate them

### When we will meet again:

- Several meetings planned with individual parties
- Groups are planned to reconvene in mid to late November



## Technology

### Bus Rapid Transit Vehicles

- Modern high capacity buses
- Accessible, low-floor
- Bicycle-friendly
- Comfortable with enhanced passenger amenities
- Potential for electric buses



## Corridor Design

### Dedicated lanes to:

- Ensure reliable service
- Avoid delays to auto traffic caused by bus boardings/alightings
- Flexibility to accommodate and optimize benefits of future modes (such as driverless vehicles)
- Context sensitive designs to create pedestrian friendly downtown zones
- Respect heritage constraints



## Stations

### Spacing:

- Average spacing is 740 metres (walking half-way will take 5 to 7 minutes)

### Design Features:

- Attractive shelters
- Accessible
- Real time information
- Wayfinding
- Pedestrian and cycling connections
- Integrated design with surrounding community



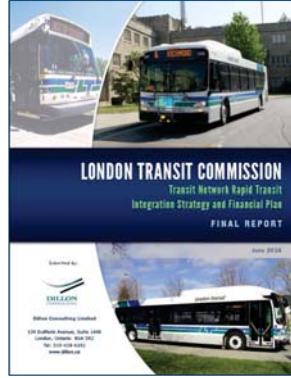
## Service Concept

### Service frequency:

- North-and-East corridors: every 5 minutes
- South-and-West corridors: every 10 minutes

### Integration with local services:

- Rapid Transit does not replace the current LTC bus system
- Local transit service will work together with Rapid Transit
- Combined transit service will increase by 35% between 2015 and 2035



## Upcoming Consultation Events

- On-going Meetings with Individual Property Owners and Stakeholders
- Community Meetings
- Newsletter Release planned for October
- Employee Engagement Event
- Attending Municipal Advisory Committees
- Heritage Workshop with LACH
- Public Station and Streetscape Design Charrette



## Technical Work

- Drones used to capture images and videos along approved BRT corridors
- Collected new traffic counts at many intersections
- Natural heritage field work at 6 identified sites, as well as species at risk tree screening
- Surveyed corridors
- Business Impact Assessment - Wellington Street



## Upcoming Technical Work

- Updated Archeological Assessment
- Cultural Heritage Screening Study
- Traffic Impacts and Modelling
- Utility Impacts Review
- Focus Area Alternative Design and Evaluations
- Local Transit Integration

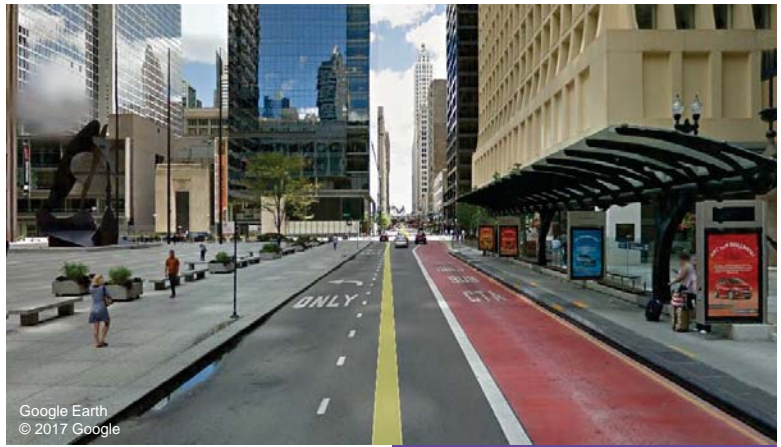


## Focus Areas



# Evaluation Criteria

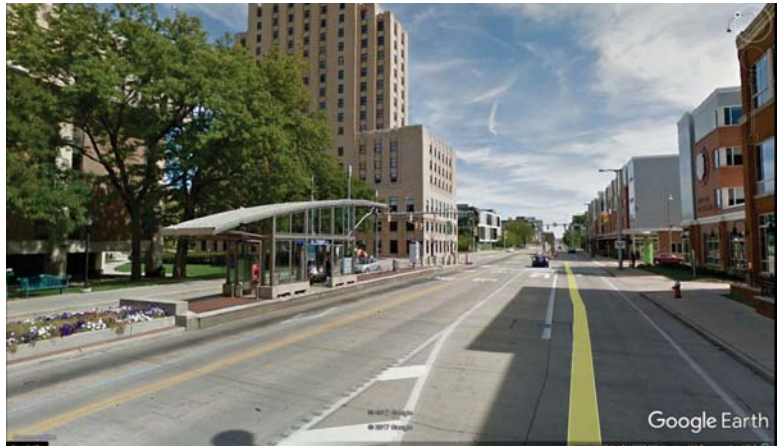
- Community Building and Revitalization**
  - Growth, Connectivity
  - Public space, pedestrians
  - Cultural heritage
- Transportation Capacity and Mobility**
  - Moving more people and goods
  - Transit service
  - Safety
- Ease of Implementation and Operational Viability**
  - Ease of construction
  - Property impacts
- Natural Environment and Climate Change**
  - Natural heritage, regulations, policies
  - Air quality, noise, vibration
  - Climate change, resiliency
- Economic Development and City Building**
  - Capital and operating costs
  - Effects on adjacent commercial areas



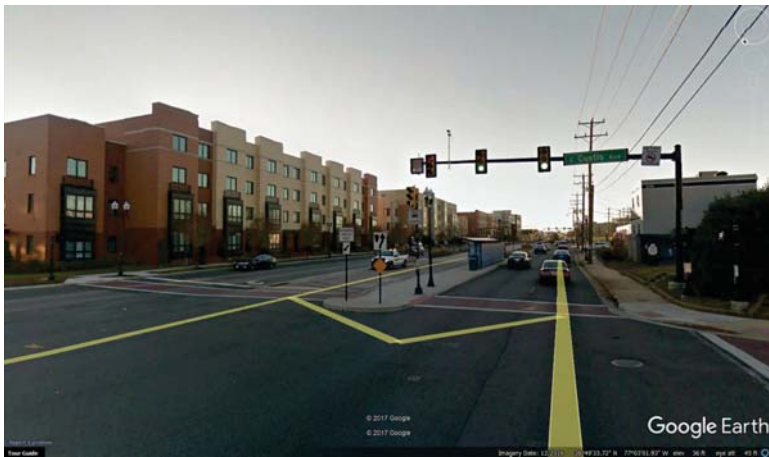
Chicago, IL (curbside)



Boston, MA (curbside)



Cleveland, OH (median)



Arlington, VA (median)



Newmarket, ON (median)

# Local Service Integration



## LTC Rapid Transit Integration Framework

Conventional transit routes were assessed to determine potential modifications to better integrate the routes with rapid transit.

Five principles:

- 1) Ability to maintain connections
- 2) Ability to meet policy-based headways
- 3) Directness of service
- 4) Minimize duplication with rapid transit
- 5) Ability to maintain effective operations



## LTC Rapid Transit Integration Framework

1. On King, Queens, Ridout, Wellington, and Clarence downtown: local bus routes will use the BRT lanes and stop only at BRT stations
2. Outside of downtown: local buses will connect to BRT stations via cross-streets
3. On 6-lane roads with dedicated BRT lanes: local buses may use curb lane in mixed traffic with more frequent stops than BRT
4. On 4-lane roads with dedicated BRT lanes: local buses may use short sections of BRT lanes where no other roadway option exists; when using BRT lanes, local buses will stop only at BRT stations



## Rapid Transit Integration Framework (2035)



## Next Steps

- Technical Work will continue, including traffic, natural environment, cultural heritage, utility and stormwater, among others
- Alternative design development underway
- Project team will evaluate the designs and make technical recommendations
- Reconvene Stakeholder Groups to present alternatives and gather feedback
- Present proposed design alternatives to the public at PIC #5 for review and feedback.

## Next Steps

